

THE BYSTANDER



That Japanese Question.
The Law of Averages.
Scotch Hospitality.
Sleeves Short, Gloves Long.
The Whistling Cowlet.
A Congregational Party.
The Biter Bitten.
Question of the Hour.

Yesterday, on one of the King street cars, a Japanese woman got off backwards and hit the pavement with a distinct clug. The car was stopped with a jerk and the conductor got off frontwards, note book in hand, to ask the usual questions. The astonishment of the woman over so much attention was grotesque, but when the meaning of it all finally dawned upon her, she bowed very low to the conductor and said humbly, "Ex-coose me, I not know." The ripple of laughter in the car unnerved her and shaking a kimono arm at the motorman, she added, "You go long now." As there was a shyder on board who showed signs of getting off to interview the woman on the subject of a damage suit, the car was sent full speed ahead. Unhappily, the shyder did not try to jump off backwards.

Soapy Smith, the bad man who came to a sudden end in Alaska, had an expression that he used to use with good effect during those times when he sold soap wrapped in ten-dollar bills on the street corners in Spokane, that being: "The law of average brings all things equal; the rich man has his ice all summer and the poor man has his ice all winter." Here, in Hawaii, the remark lacks point, but among the farmers of the Palouse and Waiwala districts it always told and Soapy would sell a ten-dollar bill or two, which always disappeared in the wrapping. What made me recall this remark is a little accident which happened last week to a couple of well-known Honolulu ladies on the beach a half mile or so the other side of the lighthouse at Diamond Head. In that case the average worked out even and showed the folly of making invidious distinctions.

The two ladies were walking along the beach, then picked out a soft spot on the sands and sat down. Now, the spot they had chosen for a rest happened to be the favorite bathing place of a number of native lads, who came along a little later. They boys hung around for a short while, waiting for the haole ladies to move away, so that they could prepare for their swim. But the ladies showed no signs of moving, whereupon one of the boys, spokesman for the rest, explained the situation. Still the ladies refused to move out of the shady cove and told the little boys angrily to go away and swim elsewhere. Much aggrieved the boys moved on, but evidently not far.

The talk of swimming brought on a desire to have in the cool water, and when one of the ladies suggested to the other that they should go in paddling, the suggestion was taken up eagerly. Soon the two had their shoes and stockings off, hid them snugly under a big stone and waded out in the boys' swimming hole to where the wavelets could lap their toes. This was all very enjoyable, but when they returned to put on their footwear, they found shoes and stockings all gone. The boys had averaged up on them. This was early afternoon and until dusk the ladies sat starving on the beach. Then, with many a limp and groan, they climbed the hill, rushed desperately for the front seat of the rapid transit car and snuggled their bruised feet up under their skirts, as they passed through town towards home. One of them had to make the transfer at Pawa junction, to avoid which, she got off at the nearest dark corner and walked around to Young street, boarding the next Punahou car there. Fortunately, they were able to keep out of the way of friends, both on the car and on the desperate rush to their houses after they alighted. It was a dearly bought lesson, but neither will antagonize any more boys through selfishness again.

Much has been said and volumes written about Hawaiian hospitality. But I have just heard of something that goes just a little beyond anything in Hawaiian hospitality I ever heard of. A Scotch woman just as an act of neighborliness loaned her stove to a neighbor. I don't think hospitality can go beyond that.

I can't remember any style in dress which has produced as marked and as widespread an effect on custom and habit in Honolulu as the elbow sleeves of Milady's present day costume. Whoever saw a woman wear gloves in Honolulu before short sleeves came in vogue, except on the most formal occasions? Of course, there were occasional women who always wore gloves and all women occasionally wore them. But speaking by and large, gloves were worn only at formal functions. But now; well, just watch the women on the street cars, on the streets, in street costume, on all occasions. As the sleeve has shortened the glove has lengthened. No woman would think of going to a ball game, or shopping, or even marketing, without wearing gloves that come clear to her elbows, and cost—well, I understand that these long gloves cost so much that there is no economy in the short sleeves.

I again note, with pain, certain efforts of the Bulletin to argue public questions:

Forgive, ye Wise, the Oaf who nothing knows
And glories in the Bubbles that he blows,
And while you wrestle stoutly with the World,
He whistles on his Fingers and his Toes.

The expected arrival today of a second Congressional party is responsible for the following remark on the part of the young hopeful of one of the Federal Court officials. Said that young lady: "Now, there is another party of those Congressionalists coming. Why don't they give the Baptists and the Methodists a chance to come here and see the country?"

"Pop" O'Brien fell into a pit he had dug for others one night last week and great was the fall thereof. He and A. V. Gear and Detective Harry Lake went down to Pearl City on business, each chipping in to get a rig for the three of them. Their business was finished about 7 o'clock in the evening and the homeward drive was commenced, "Pop" at the helm. Just as they were pulling out of the suburbs of the rival metropolis he remembered that he had forgotten to fill his cigar case and he pulled up his team. Gear remarked that he had sworn off smoking and could not help him out, while Lake confessed that a sack of Durham was the nearest to smoking he carried. Both offered to walk back to the store and buy him some smokes, however, and both got out and started back. Then the great idea came to "Pop" to drive off and leave the two marooned in Pearl City. Clocking to his team he hit the high spots and refused to hear the mingled calls and language which came from farther and farther behind him. The joke was such a good one that he forgot to wish for a cigar as he chuckled his way into town.

Arrived in Kalaiki the chuckle died out, however, when a police officer ran to the center of the street and stopped him, then proceeded to climb in the rig and put "Pop" under arrest for driving without a light.

"Oh, I've been laying for you for half an hour," replied the cop to "Pop's" indignant remarks. "Why, the way you have been driving has been fearful. A telephone message came in all the way from Pearl City to arrest a fellow driving just such a rig without lights. You've got to go to the station and be booked."

And to the station house he went, for his two friends, who had been left behind at Pearl City, had taken good care to make their telephone complaints plenty strong enough.

I have a contribution to make to the literature of "Why do the Japanese

always get off a street car backwards?" The first thing I want to say is, they don't. Getting off a moving street car is such a highly artificial, and acquired, not natural, feat, that there is one, and one only, set of conditions under which it can be done safely. The person must face forward, and must so slight that there is perfect freedom and enough agility in the feet to take the necessary steps unimpeded and with enough rapidity to keep the point of support constantly under the center of gravity while the momentum gives the body by the movement of the car is being overcome. (I am not now speaking of the accomplishment of jumping off backwards which can not be done by any one from a rapidly moving car).

Now, from what I have said, if one jumps off a moving car, facing toward the car, or out from it or any way but forward, he is almost as certain to be thrown down, as though, he faced backwards. And unless his feet are free and agile enough to take the necessary steps, he may even be thrown down if he alights, facing forward. Now, the Japanese footwear, whatever other advantages it has, is much clumsier than our American footwear. Hence, even if a Japanese jumps off, facing forward, he may still be thrown down. But whether he faces backwards, toward the car or away from it, any other way, in fact, but forward, he is almost sure to be. Now, as a matter of fact, Japanese do jump off facing in all of these different possible directions—not at one time of course—but the results are all credited to the charge he jumps off backwards. This, I think, will make clear my assertion that the Japanese does not always jump off backwards.

Now, why does the American always jump off facing forward? It is an acquired, not an instinctive practice. It is because the American boy, and to some extent the American girl, has for two or three generations been jumping on and off trains while in motion, in violation of law usually, and in the course of stealing rides frequently. He has been jumping on and off bicycles, and coasting sleds, and play wagons, and horses and buggies and that sort of thing. Experience has formed the habit. But he started out just as untutored as the Japanese in the matter. I can remember when street cars in every city in the Union bore placards designed to meet every eye, cautioning passengers to face forward when alighting. And those placards were intended for American eyes. It is only a few years since the propensity of women to jump off backwards was a stock subject for the paragraphs—women being naturally a few years behind men in matter essentially athletic.

Now, if it is only a few years since Americans were jumping off street cars backwards, is it any wonder that the Japanese, who haven't had the generations of experience with moving trains and other kinds of quickly moving vehicles, should not know how to alight? We haven't got so much to brag of ourselves if we will only acknowledge the easily ascertainable facts.

Small Talks

COL. SAM PARKER—That transpacific yacht is going to be the finest ever seen in Honolulu.

ALBO LYLE—Two important things happened on June 27. The Atlantic cable was landed and I was born.

JUDGE FREAR—Did I get a letter from Washington in the last mail? Yes, but it contained only a circular.

JOHN W. CATHCART—That shelter out at the Moana Hotel bathhouse makes the bathing even better than before.

JACK ATKINSON—To have Hawaii shut out from all interest in the Carnegie hero medal fund is most despicable.

SHIPPING COMMISSIONER ALMY—The Department of Commerce and Labor is bound to stop crimping in Honolulu.

W. G. IRWIN—The cable company is making more money out of this Federal site than the man who sells the land will.

CHIEF TAYLOR—The majority of the drunks brought to the police station yesterday came from the dives around the fishmarket.

W. R. CASTLE—One of the striking things at the baby show was the predominance of fair hair and blue eyes in the American section.

GEORGE A. DAVIS—The Bar Association banquet ought to permit the presence of reporters. The speeches made at them are too good to be lost.

C. J. HUTCHINS—Oahu College ought to add cookery science to its departments. The work being done in this branch by the Normal School is simply fine.

H. P. WOOD—There is need of a strong representation at the Mohonk Conference next fall where many subjects of interest to Hawaii are likely to arise.

JUDGE CARTER—Hilo, by all indications, is going to have a boom. With the breakwater and the Hamakua railroad a new and great career will be opened out to Hilo.

CAPTAIN DREW—I look upon Honolulu as my home. Here I meet more friends in a day than I do in San Francisco in a month. When the time comes for me to stay ashore, it is in Honolulu I wish to settle down.

CHARLES HUSTACE—If you want to know how much the people count on the band concerts, you ought to hear the expressions of disappointment when an Emma Square or an Aala Park concert is omitted for any reason.

ARLINGTON LANDLADY—Is there no protection for a lodging house established for twenty years from a noise factory that suddenly opens up across the street and drives away regular lodgers with its squawk machines?

C. W. ASHFORD—In my opinion any regulations made by the license commissioners are not in law worth the paper they are written on, and the law gives the restaurantkeeper paying \$500 more rights than the saloonkeeper paying \$750 license.

REAL ESTATE AGENT—It seems to me the forcing of so many foreclosures, when money is scarce, is not wise policy on the part of capitalists. To themselves it must prove a sacrifice of securities, while to the real estate interests of the community it is extremely depressing.

JAMES F. MORGAN—It was a severe slight upon the Tax Appeal Court judiciary not to invite us to the Bar Association dinner. Besides, if any of the lawyers practising before us incur punishment for contempt by becoming too fresh, our motives in sending them to jail might be misconstrued.

W. G. IRWIN—It costs a good deal of money to run the Sierra because she is a coal-burner. To change her over to an oil-burner would make it impossible to put her back on the Australian route, as the Australians, who have coal to sell, do not permit oil-burning steamers to do business with them.

UPON COMMITTEE ON TERRITORIES

While the members of the Congressional party who were here last month will without doubt do a great deal of good in helping legislation for this Territory, they can hardly do more than the four members of Congress who arrived Sunday on the transport Crook. Of these, three are members of the Committee on Territories, before which all the important legislation affecting Hawaii must pass and they have come here for the purpose of investigating the conditions for themselves.

In speaking of their trip to an Advertiser reporter last night, Hon. J. M. Reynolds of Pennsylvania, who is here with his daughter, said:

"Before the trip to this Territory was suggested I and Mr. McKim had, with Mr. Cocks and Mr. Higgins, talked over the matter of coming here during the summer. Three of us are on the Committee on Territories and we have had very many subjects of interest to these islands brought before us. We had therefore determined to make this trip and would have come with the party who were invited through Mr. McKim had it not been for the change in date which was made. It had been arranged to leave San Fran-

cisco on June 5 and then, with very little warning, the date, on account of the Red Cross supplies which were sent to China, was changed to April 30. This was very inconvenient to the members of our little party and we could not go but have made up for it by coming now.

"I am glad that we were not with the larger party as we have come down here to study the conditions and not to go round for a general good time. I do not by any means say that we are not very much obliged to the people here for the courtesies which they have already extended to us, but simply would have you understand that we have not by any means come as a junketing party. We are here for business and in order that, when we return, we may be able to handle the business which concerns your Territory with a fuller knowledge of the conditions which exist in Hawaii."

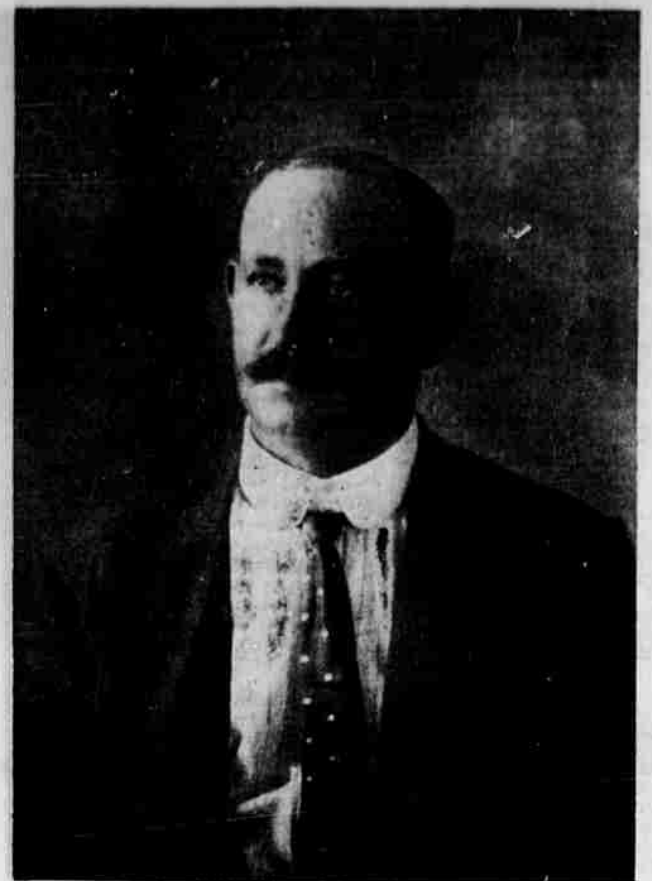
SUMMER DIARRHOEA IN CHILDREN.

During the hot weather of the summer months the first unnatural looseness of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil to cleanse the system. Sold by all Dealers. Beware, Smith & Co., Ltd., agents for Hawaii.

OAHU COUNTY SUEB.

Mary Costa has sued the County of Oahu for \$200 damages for injury to her property at Kalaiki from the blasting operations at the county quarry there.

The New Waihee Canal



JAMES T. TAYLOR, C. E., CHIEF ENGINEER OF WAIHEE CANAL.

(James Townsend Taylor, who contributes the following description of the Waihee canal, has a professional record of thirty years beginning July, 1877. From then until November, 1879, he was assistant in the engineering department of the South Pacific Coast Railroad in charge of tunnel work and construction. Then successively he filled thirty-two engagements in California for the U. S. Government, various railroad companies, land and irrigation companies, cities and municipalities. He made topographical surveys, designed irrigation systems and water works, measured water supplies, filled many positions as consulting or superintending engineer and appeared as an expert in court. On June 1, 1898, he resigned as engineer of various companies to locate in the Hawaiian Islands, his first large engagement here being as chief engineer of Honolulu Sugar Co., designing its system of irrigation, constructing a portion thereof and locating and constructing the plantation railroad. Since then he has been engaged by the Kekaha Sugar Co., the Waiwala Agricultural Co., the Waiwala Settlement, the Kona Sugar Co., the Haku Sugar Co., Paja Plantation Co., the Kahului Railroad Co., various irrigation and railroad systems, besides having made reports for the Government on water supply for Wailuku, Kahului and Lahaina, and being consulting engineer in charge of construction of Wailuku and Kahului water works. In 1899 he made surveys and plans for a water supply for Kamehameha Schools and in the following year designed and superintended the construction of Pacific Heights water system.)

The completion of the new Waihee canal on Maui adds another important irrigation work to the sugar industry of the Island of Maui and the Territory of Hawaii. The new ditch provides first for the irrigation of several acres of new land of suitable quality for the successful cultivation of sugar cane, heretofore arid and utilized only as pasture land; second, or a permanent supply of water for the cane lands already under cultivation; third, for conveying the freshest waters of the Waihee Valley to storage reservoirs where it is conserved for irrigation purposes, thus augmenting the normal water supply derived from the Waihee, Wailuku and Waikapu streams.

The division dam and head works of the canal are located just below the famous Aiea Falls, in the Waihee Valley, at an elevation of 649.50 feet above sea level and 2 1/2 miles up the valley. It is some 4000 feet mauka of the old Spreckels dam, which is 424.76 feet above sea level.

The cement-lined ditch from the dam and head gates is located along the south bank of the Waihee stream on a bench well above the flood line, passing through tunnel "0," 320 feet in length. The conduit extends some 2000 feet to the mauka portal of tunnel No. 1—thence continuing, still tunneling the mountain spurs and high ridges forming the foothills of the high mountain range of West Maui, spanning the deep gulches by flumes and skirting along and through the cane fields by open ditches to the north bank of the Iao Valley just mauka of the town of Wailuku—a distance of approximately six miles.

The original contour survey, showing nine miles, making a saving of three miles of conduit by the present line as constructed, thence crossing the valley by pipe-line and continuing by easy curves and long tangents through the cane fields of the Wailuku Sugar Co. to the Waikapu Valley in open ditch, thence by tunnels 18 and 19 and cutting under the Waikapu stream, again following the grade contour through the new lands of Waikapu and Puuhale plains, where many new reservoirs are located.

The conduit is constructed as follows:

	Length in Feet.	Length in Miles.
22 tunnels	16,530	2.13
39 flumes	2,764	.35
Open ditch	55,549	6.73
Pipe	1,233	.16
Total	76,106	9.37

The tunnels are numbered from "0" to 19 as follows from the head works in Waihee Valley to Puuhale Reservoir, at the lower end of the canal:

Number.	Length in Feet.
0	320
1	1,354
2	2,246
3	1,662
4	1,433
5	476
6	1,168
7	1,140
8	654
9	647
10	617
11	326
12	242
13	400
14	886
14 A	305
14 B	155
15	1,065
16	206
17	439
18	498
19	200
Total.	16,530 feet or 3.13 miles.

Of the 22 tunnels, the longest is No. 2, 2246 feet, located in the Waihee Valley and the shortest is No. 14B in the Waihee Valley, making the average length of all the tunnels approximately 750 feet.

The dimensions of the tunnels are as follows:

Bottom width 5.5 feet
Center height 6.5 feet
Side height 4.6 feet
with width of 6.5 feet at the spring of the arch, making a cross section similar in outline to a horse shoe.
All of the tunnels are cut to a true line and uniform grade of .25 per station of 100 feet or 13.20 feet per mile, excepting tunnel "0" which is of a smaller cross section and has a grade of 3 feet per 100 feet and is cement lined and arched with concrete. About 40 per cent. of the tunnels are lined with concrete and cement plaster to prevent loss of water by seepage and caving in where the rock is soft and porous.

The cutting of tunnels was all done by Japanese labor, the contract prices ranging from 85 cents to \$5 per foot, according to the material cut, the location and the length of the tunnel. Eighteen months were required in cutting tunnel No. 2—2246 feet in length. Very hard rock was found. Compressed air and percussion drills were used in tunnels 1, 2, 3 and 4 to furnish power and, incidentally, air.

The formation in the long tunnels was principally of lava rock of alternate strata of aa and pahoehoe, with a slight dip to the sea.

The flumes, 39 in number, vary in size according to grades and capacity required—3x4, 4x4, 4x6 and 4x7 feet. The waterways are constructed of redwood lumber with trestle and floor system of northwest lumber.

The open ditch varies in cross section and grades to comply with the conditions of soil and capacity, being designed to carry the maximum capacity without cement lining. Approximately 20 per cent. of the open ditch has been cement lined on bottom and sides.

The steel pipe-line crossing the famous Iao Valley is 1253 feet in length and three feet inside diameter, conveying the water under the bed of the Iao stream and delivering it into a cement basin thirteen feet in diameter, thence through tunnel No. 17—439 feet in length—to a permanent weir, where the total flow of the canal can be accurately measured at all times.

The capacity of the conduit is 45,000,000 gallons in 24 hours, or 69.81 cubic feet per second, after making liberal allowance for seepage and evaporation. Construction on the canal was commenced in March, 1905, and completed in June, 1907. The construction of the canal was the result of an exchange of land and water rights on the part of the Wailuku Sugar Co. and the Hawaiian Commercial & Sugar Co. in settlement of their respective rights to the waters of the Iao Valley, which had been in litigation for years past.

The waters of the Waihee stream (after providing for the Waihee kuleana), those developed, and the new Waihee canal to where water is delivered to the H. C. & S. Co., are owned by the Wailuku Sugar Co. and the Hawaiian Commercial & Sugar Co. 7-12 and 5-12 respectively; the cost of the construction of that portion of the canal was paid for in the same proportion. The Wailuku Sugar Co. acquired in the exchange a large area of land of extremely fertile soil, enabling them to extend their plantation and double their area of cane land. The construction of the new canal and ex-

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